GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA

STARRED QUESTION NO:446
ANSWERED ON:05.04.2017
Renovation of Railway Stations
Tiwari Shri Manoj Kumar

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government has any plan to renovate all major railway stations in the country including that of Delhi and if so, the details thereof;
(b) whether any foreign country's company is providing technical support to renovate any railway station and if so, the details thereof; and
(c) the details of the funds allocated for the purpose?

Answer

MINISTER OF RAILWAYS
(SHRI SURESH PRABHAKAR PRABHU)

(a) to (c): A Statement is laid on the Table of the House.

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STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (c) OF STARRED QUESTION NO.446 BY SHRI MANOJ TIWARI TO BE ANSWERED IN LOK SABHA ON 05.04.2017 REGARDING RENOVATION OF RAILWAY STATIONS

(a) to (c): Upgradation of stations under various developmental schemes is an ongoing work. Stations were earlier developed under 'Model' Station Scheme which was in vogue from June' 1999 to November' 2008. Under this Scheme, 594 stations were identified for development, of which 4 stations were closed/ dropped and remaining 590 stations have since been developed. 'Modern' station scheme was in vogue from 2006-07 to 2007-08. Under this scheme 637 stations were selected for up-gradation. All these stations have already been developed.
At present, upgradation of stations including, inter-alia, their renovation as per requirement is taken up under 'Adarsh Station' scheme. Selection of railway stations for inclusion under 'Adarsh Station' scheme is based on an identified need for upgradation of amenities at stations, which is a continuous and ongoing process. Adarsh stations are provided with various facilities such as drinking water, adequate toilets, catering services, waiting rooms and dormitories especially for lady passengers, better signage etc. Till date, 1253 railway stations have been identified under 'Adarsh Station' scheme of which 1022 stations have already been developed. More stations may be considered for inclusion under 'Adarsh Station' scheme whenever there is any proposal for further selection of more stations under this scheme based on the relative importance of the station and justification based on passengers handled at the station.
As regards, allocation of funds for the stations identified for development under the 'Adarsh Station Scheme', no separate funds are allocated for development of Adarsh stations. These stations are developed under the funds allocated for the Plan Head − 'Passenger Amenities', under which funds of Rs. 1100 crores have been allocated during current financial year.
While the development of identified stations under 'Adarsh' Station Scheme continues, Indian Railways has also advertised its plan to offer 'A-1' and 'A' category stations (about 400 stations) including Delhi, which are generally located in major cities and important tourist destinations, on 'as is where is' basis for redevelopment by inviting proposals from interested parties with their designs and business ideas. The entire cost of station redevelopment is to be met by leveraging commercial development of spare railway land/air space in and around the station. The process is designed to be completely transparent and obtain best in class designs from the Developer. The program is conceived to be cash-neutral to the Railways, rather it is expected to yield earnings for the Railways in the form of premium submitted by the Developers. Therefore, railways funds are generally not required for this program.
Major components of station redevelopment
â€¢ Redevelopment of station building to provide an iconic structure with modern state-of-the-art facilities.
â€¢ Congestion free non-conflicting entry/exit to the station premises.
â€¢ Segregation of arrival/departure of passengers- No conflict between incoming and outgoing passengers.
â€¢ Adequate concourse without overcrowding- generally above the platforms/lines.
â€¢ All essential facilities at concourse- catering, small retail, wash rooms, cloak rooms, drinking water, ATM, pharmacy, internet, etc.
â€¢ Integration with other modes of public/private transport systems e.g. Bus, Metro, etc.
â€¢ Integrating both sides of the city, i.e. entry/ exit on both sides of the station wherever site conditions permits.
â€¢ No parcel movement across the length of platforms.
â€¢ User friendly international signage understandable by all sections of passengers.
â€¢ Additional facilities like retail, shopping, hospitality, food courts etc.
â€¢ Medical facilities including polyclinics.
â€¢ Well illuminated circulating area and sufficient provision for drop off, pick up and parking.
â€¢ Green Buildings, with optimum use of natural ventilation & lighting.
â€¢ Business Centre.
â€¢ Skill Development Centre.

â€¢ Social Infrastructure.
â€¢ The commercial use of land with lease period of land and airspace for 45 years.
A unique method is developed for selection of developer through open bid process in a transparent manner by involving private experts alongwith railway officials in the evaluation process. A set of standard bidding documents comprising Station Development Agreement, Station Facility Management Agreement, Bid document and invitation document have been approved by Railway Board. These special documents had been developed and feedback of the stakeholders was invited in May" 2016. Several rounds of interactions have been done with the industry partners from Developer, investor and consultancy Firms both of the country and abroad. Based upon the feedback received from such interactions and otherwise, the tender documents have been amended and finalized.
The General Managers of the Zonal Railways have been authorized to implement the process.
The overall strategy for the program was prepared in consultation of one of the world's best consulting agency i.e. Boston Consulting Group (BCG), who were again appointed by a transparent tendering process. In order to attract best bidders and developers for the redevelopment of stations, road shows were conducted in various cities of India such as Mumbai, Delhi and Kolkata etc. and abroad like Malaysia and Abu Dhabi, where the interest was expressed.
As per the strategy finalised, bids for 23 stations viz. Allahabad, Bandra Terminus, Bangalore Cantt., Bhopal, Borivali, Chennai Central, Faridabad, Howrah, Indore, Jammu Tawi, Kamakhya, Kanpur Central, Kozhikode, Lokmanya Tilak Terminus, Mumbai Central, Pune, Ranchi, Secunderabad, Thane, Udaipur City, Vijayawada, Visakhapatnam and Yashwantpur have been invited in the first phase. These stations are located in 13 States and 13 Zonal Railways. Pre-bid conferences have been held in case of 14 stations and for balance 9 stations pre bid meetings are planned during the month of April, 2017. Bids for first stage in respect of all 23 stations are due for opening in May end and in June, 2017.
States have been requested to cooperate and expedite the clearances related with station redevelopment through a letter from Minister of Railways to Chief Ministers of all the States. To help the officers of the Zonal Railways to handle this unique program, measures have been taken to enhance their skills and capabilities. Three workshops with zonal railways were held in Mumbai, Kolkata and Delhi. In addition, they have been provided with experienced Transaction Advisors to help them in the tendering and evaluation process for 48 stations.
Besides the above, the Indian Railways Stations Development Corporation (IRSDC), a Joint Venture of Rail Land Development Authority (RLDA) and Ircon International Limited (IRCON) has also been engaged in the work of redevelopment of railway stations by leveraging the commercial potential of the spare railway land and air space. 12 stations viz. Amritsar, Anand Vihar (Delhi), Bijwasan (Delhi), Baiyappanahalli (Bengaluru), Chandigarh, Gandhinagar (Gujarat), Gandhinagar (Jaipur), Gwalior, Habibganj, Nagpur, Surat & Shivajinagar (Pune) had been entrusted to IRSDC through RLDA for redevelopment. In their efforts to redevelop the stations, the IRSDC has hired Technical cum Architectural Consultants and Financial Consultants for the stations. Master Plans have been developed for Anand Vihar (Delhi), Bijwasan (Delhi), Chandigarh, Gandhinagar (Gujarat), Habibganj, Surat & Shivajinagar (Pune) railway stations.
Due to sustained efforts made by IRSDC, Developer has been fixed for redevelopment of Habibganj railway station and the Development Agreement for this has been signed on 14.07.2016. Station redevelopment is of approximate value of ?100 Cr and total value of development is anticipated as ?450 Cr including commercial development. Financial closure of the project has been achieved. Existing earning contracts are novated in favour of the Developer and subsequently Developer has started his works and the Operation and Maintenance (O&M) of the station facilities have also been taken over by the Developer on 01.03.2017.
A special purpose vehicle is formed by IRSDC with Government of Gujarat (GoG) with equity contribution as 24% that of IRSDC and 76% of GOG. The SPV is developing Gandhinagar station having architecture in harmony with adjoining Mahatma Mandir and Gandhi Kuteer. The SPV shall be responsible for Operation & Maintenance of station, hotel and will have revenue streams from Mahatma Mandir and Gandhi Kuteer as well. A works contract (approx ?147 Cr) for redevelopment of Gandhinagar (Gujarat) station along with construction of a 300 room hotel on the air space of the station has been awarded. The foundation stone for this work has been laid by Hon'ble Prime Minister on 09.01.2017.
In a very innovative and first-of-its-kind model, MOU has been signed between IRSDC, Gujarat State Transport Corporation (GSRTC) and Surat Municipal Corporation (SMC) for development of a Multi Modal Transport Hub at Surat with equity contribution as land in the ratio of 63:34:3 with total land as 2.5 lakh square meter. The land parcels of the Railways, the GSRTC and the SMC have been pooled and a grand Multi Modal Transport Hub has been conceptualised around the Surat Railway station to provide the integrated transport solutions for the citizens thereby synergising the core capabilities of the three forms of Government viz. The Central Govt. (Ministry of Railways), State Govt. (GSRTC) and the Urban Local Govt. (SMC). The cost of Multi Modal Transport Hub is anticipated as ?645 Cr and gross development is anticipated to be of approximately ?3000 Cr. The Request for Qualification (RFQ) proposals for the project has been opened on 03.03.2017 wherein 9 bidders have participated.
After detailed study and preparation of the Detailed Project Reports, RFQ for redevelopment of Anand Vihar (Delhi) and Bijwasan (Delhi) stations have been finalized and bidders shortlisted. Request for Financial Proposal (RFP) proposals have been called from shortlisted bidders viz. 13 for Anand Vihar and 8 for Bijwasan stations and are due for opening on 25.04.2017 and 20.04.2017 respectively. The mandatory Capital Expenditure (CAPEX) of station development is ?255 Cr for Anand Vihar (Delhi) with total anticipated development of ?600Cr and for Bijwasan (Delhi) mandatory CAPEX is ?384 Cr and total development value as ?1000 Cr.
A large number of Foreign Railways have shown keen interest in the stations redevelopment program and an agreement has been signed with the French Railway (SNCF) for joint study on Renovation Concept Design of Ambala and Ludhiana stations. Korean railway has also expressed interest in the redevelopment of New Delhi Station. The process of Government-to-Government cooperation for redevelopment of New Delhi Station has been started. Governments of Belgium, Germany, China and UK have also expressed interest in the program of station redevelopment.
An MOU has been entered into between Ministry of Railways (MoR) and Ministry of Urban Development (MOUD) for mutual cooperation between the two Ministries for integrated planning of redevelopment of railway stations in the cities included in the 'SMART Cities' and Atal Mission for Rejuvenation and Urban Transformation (AMRUT) scheme. The proposal is to plan the redevelopment of stations in partnership with the smart city SPVs and/or Urban Local Bodies so that the planning and redevelopment of the station and the city areas near the station is done in an integrated manner. The implementation of this may be planned with JV with Urban local bodies. Towards this end, the finalization of an MOU between RLDA, National Building Construction Corporation (NBCC) and respective Smart City SPV for implementation of station redevelopment projects for 10 stations has been taken up.

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